

AMERICA CAN BUILD STEAMSHIPS

Weekenders' Office in the City of New York

There are at present two vessels in New York harbor which are likely to revolutionize sea and river navigation. They are the City of New York, and the Monmouth, built on the Delaware for service between this city and London, a distance of about twenty miles. Both have two screws, and both have triple expansion engines.

The wonderful speed expected of the City of New York has not been realized, owing possibly to the newness of her machinery. But the Monmouth, hardly longer in regular service, has shown the City of New York to be the best product of English naval ingenuity, and the Monmouth, built on the Delaware for service between this city and London, a distance of about twenty miles. Both have two screws, and both have triple expansion engines.

The builders of the Monmouth claim for her that she is the fastest passenger vessel in the world, with the exception of a few of the transatlantic greyhounds, each of which cost from eight to ten times as much as she did. They further claim that she is the fastest passenger vessel in the world, relative power and displacement considered. She can steam from New York to London in forty-eight hours and average six knots an hour.

But the only advantage of consequence made in marine vessels in the last thirty years has been in their machinery. The side-wheel steamship has been superseded by the screw-propeller, and the screw-propeller has been superseded by the triple expansion engine. The triple expansion engine, and until some new and better method of propulsion is found, the triple expansion engine will be the best of the kind in the world.

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It has long been a popular subject, that we have been so far in the rear in shipbuilding affairs, and especially in shipbuilding, that we cannot compete with the English or Americans. This is a fallacy shown by the following extracts taken from the "Report of the Select Committee on Commerce and Fisheries," made in 1886. That committee consisted of Senators John T. Morgan, and M. C. Butler. On the 21st of November, 1884, it examined Charles H. Cramp, of New York, and Mr. Morgan, in an interesting portion of the report. It is on page 377-8 of the report:

Mr. Morgan.—I am inclined to advantage in favor of the American shipbuilder over the English shipbuilder in price.

Mr. Cramp.—That is a difficult question to answer properly. To answer it properly, and as it would be, would require a great deal of time and space. In England, they build a ship for the purpose of building an American ship. They build a ship for the purpose of building an American ship. They build a ship for the purpose of building an American ship.

Mr. Morgan.—Yes, and duplicate her speed and service.

Mr. Cramp.—You know what the cost is. I have built a ship for the purpose of building an American ship. I have built a ship for the purpose of building an American ship. I have built a ship for the purpose of building an American ship.

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